



# GRAIN

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

MARCH • 1947

## GRAIN ELEVATORS

*By Eloise Wade Hackett, St. Paul*

★ ★ ★ ★ ★ ★ ★

These are cathedrals such as prairies know,  
These elevators rising from the plain,  
Tall on the level land where small grains  
grow,

And time itself is calendared by grain.  
No splendor here of altar, arch or spire  
Makes manifest an architectural dream;  
The only stained glass, windows set afire  
In cupolas by sunset's last red gleam.

Yet bringing tributes, filled with thankful-  
ness,

The worshipers flock in from every hand,  
Proud that the mercy sent from here to bless  
The world is one the world can under-  
stand.

Countless the people, seas and lands away,  
Whose thoughts hold these cathedrals  
when they pray.

★ ★ ★ ★ ★ ★ ★

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[Suggested by Frank E. Blodgett.]



# A Lasting Elastic RAINCOAT

for your  
Mill Buildings  
and  
Storage Tanks  
?  
ASK US

**THE H. J. MELLEN COMPANY**

53 W. Jackson Boulevard  
Chicago 4, Illinois

Experts in Restoration, Water and  
Weatherproofing of Grain Stor-  
age Tanks and Mill Buildings.

DUM DUM CONTRACTORS

## BUSINESS CONFERENCES AHEAD

May—

- 1-3 American Feed Manufacturers' Ass'n, Drake Hotel, Chicago.
- 5 American Corn Millers Federation, Continental Hotel, Chicago.
- 5-7 Millers' National Federation, Edgewater Beach Hotel, Chicago.
- 15-17 Society of Grain Elevator Superintendents and Processors, Hotel Continental, Kansas City, Mo.
- 26-29 National Fire Protection Ass'n, Palmer House, Chicago.

June—

- 2-6 Association of Operative Millers, Hotel Nicolett, Minneapolis.
- 3 International Institute of Milling Technology, Hotel Nicolett, Minneapolis.



SNOOPER, the boiler-room cat, says: It's a good trick if you can do it! We mean—have a perfect Safety Record without a planned Safety Program.

## "GRAIN"

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# BOX CAR SHORTAGE

## WORSE than in WAR

### Plants Unable to Load Grain and Products

Freight car shortages are worse today than at any time during the war, causing slowdowns or shutdowns in some instances, according to J. M. Herndon, traffic chief of the Chicago Board of Trade.

Caused by failure to build enough new cars during and since the war, snow, cold weather, frozen switches, manpower shortages and government interference with box car movements are some of the reasons cited for taking two to three times the normal period to get cars to their destinations. Such decreased utilization of rolling stock multiplies the shortage, he emphasized.

Government directives are forcing empty box cars to move through central markets westbound to country grain elevators, and the State Department is blamed for putting the "heat on" to get quicker shipments of grain to Europe. At Decatur, Ill., the A. E. Staley Mfg. Co. said their soybean mill is running behind because it can't get tank cars to ship oil out.

### No Relief Seen

At the recent meeting of the Atlantic States Shippers' Advisory Board Mr. Warren Kendall, chairman of the Car Service Division of the Association of American Railroads, aroused considerable concern in the transportation problems that have faced the grain handling and processing industry when he said: "The difficulties with respect to box cars will continue as long as we can now foresee.

"Despite the 9% increase in box car loadings for the final 12 weeks of 1946 as compared with the corresponding closing weeks of 1945, there has been a decrease in the movement or loading of grain and grain products, and that particularly is what has given rise to the carriers' difficulties especially in the western area. The eastern territory generally has a much higher percentage of box cars in its possession than have the western roads.

"I will give you just a few examples of what I have in mind on the heavy grain loading roads in the west, which have been struggling along with from 50% to 65% of the box car ownership on their lines. Against that there are many eastern roads which have in excess of 100%. Some of the favorite examples which are cited are certain eastern railroads which have from 200% to over 300% of box cars in line. The western roads cannot see why this maldistribution, as they call it, should not be corrected, and the ICC has directed that this correction be undertaken. It is the job of the Car Service Division to relocate this equipment in order to equalize the difficulties."

### Roads Ordering More Covered Hoppered Cars For Grain

During the questions and answers period which followed, Mr. Kendall touched on a number of points of interest to our readers, of which the following is a concise digest:

**Questions:** About two years ago I asked the A.A.R. for an answer to the question relative to the covered cement hopper car, I had heard then that they were putting those cars in

the grain trade. Mr. Megee told me he had tried using covered hopper cars for grain movement and found them not adapted for that purpose. Just recently I found out that one of the railroads put several hundred cars into that trade. I would like to know how they can be adapted for that purpose today when they were not useful for that purpose two years ago?

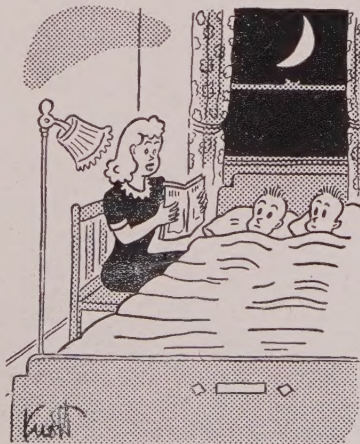
**Mr. Kendall:** Perhaps necessity is the mother of invention, and that is true in this case as in any others. It is a fact that every covered hopper that is not now needed for cement or phosphate rock, or for such other purpose as it might have been provided, is in the grain trade. They are in the grain trade between Kansas City and the Gulf, points in Oklahoma and the Gulf, and between Buffalo and the North Atlantic Ports.

If any road owning any covered hopper now does not need that covered hopper we would be glad to have it relocated to a road where it can be put into the grain trade. Not only that, but by reason of the shortage of box cars the ordinary hopper is being used extensively in the Southwest for the handling of grain between terminal markets in that area and the Gulf Ports. In other words, every car that can be made available for the transportation of grain is in that service.

I just want to add that the covered hopper is becoming more and more a general service car as we all know, and I am happy also to note that the railroads are ordering covered hoppers in increasing numbers. Proportionately there are more covered hoppers on order today relative to total ownership, than any other type of equipment.

**Question:** Mr. Kendall, may I ask whether the trend towards using covered hopper cars for grain loading will increase or is there a possibility that the grain loading in these covered hopper cars may decrease in the near future?

**Mr. Kendall:** I don't think so. They are being considered a satisfactory



"And so the death ray struck Flash Magee just as he was about to rub out Ruthless Smith and his moll in their hideout."



car for the handling of grain where they can be released at the ports.

**Question:** This extreme need for cars in the grain territory, which in years gone by seemed always to be a seasonal proposition, now has become chronic to the point that it lasts the year around. It is with us all the time. Is there any reason for that? Just what is it? The grain must be there, I know, but we used to speak in terms of spring wheat or fall crop. Now it is winter and fall and there is never any end to it. There must be something behind it. I would like to hear the answer to that.

**Mr. Kendall:** There has been no change in handling the winter and spring wheat crops. It has been the policy of the railroads to transfer to the winter wheat area, beginning in April, all the box cars that could be spared and conditioned for service so that the largest possible number would be available for the harvest, beginning about June 5. This year was no exception. There were transferred into that area about 15,000 cars in advance of the harvest—and the movement of cars into that area was increased to the extent that there was available equipment.

But the real difficulty with the railroads is that the crop of wheat has increased tremendously. All grain crops increased in 1946 over 1945 about 7%. 1945 itself was a banner year and ahead of the previous year by 5 or 6%. The 1946 production of grains was 28% above the ten year average. There is where the trouble lies. There has been a greater increase in the crop production than there has been in the availability of cars to move that crop.

**Question:** Where are you going to get the cars to move the crops this coming April?

#### More Bursting Elevators; Class A Box Cars Disappearing

**Mr. Kendall:** We are going to be short of cars through this next half year and perhaps longer. There are more elevators closed at the present time for lack of cars in the Northwest—I think about 450, with a total for the United States of 750—than ever at any comparable time in recent years. The amount of grain held back for movement is higher than it has been previously by some four or five per cent, or about three billion bushels.

**Question:** Is not another factor, a very important one, the rapidly disappearing Class A box car which is required for grain loading? The

## Loosening Grain Products Hanging Up in the Bins

Class A box car of today is the Class B of tomorrow and you have very few Class A cars to take the place of the casualties.

**Mr. Kendall:** That is a very definite factor.

**Question:** Is the whole economy based to help out the farmer? Why don't they build something somewhere to put this grain in? Why don't they put it in a barn? We don't put our stuff in the cars until the customer wants it.

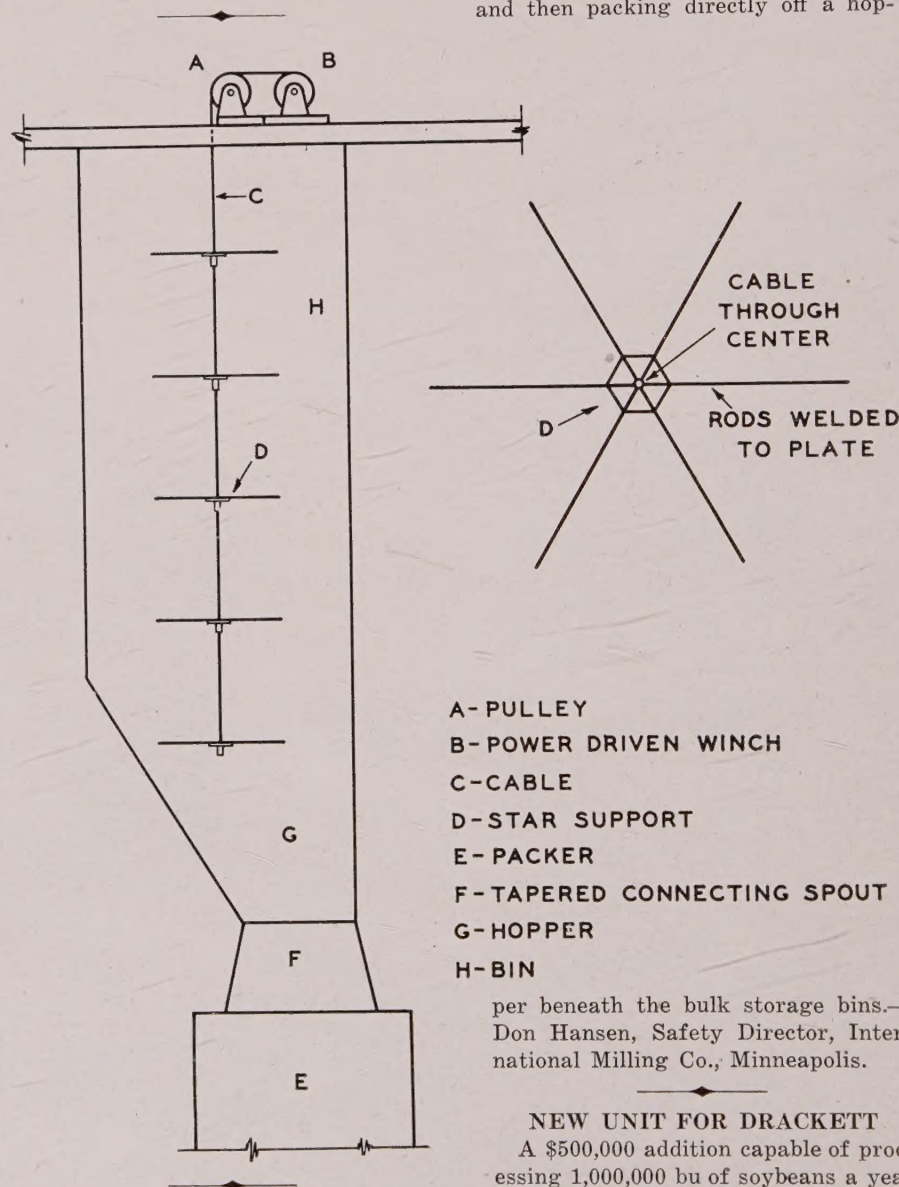
**Mr. Kendall:** The farmer has not had as fair a break as industry so far as increased number of cars for loading is concerned.

If there is not other question, thank you, Mr. Kendall for a very fine report.

We are using, and quite satisfactorily, a cable down the center of our bins to keep bulk grain products from hanging up therein. At intervals of 15 feet or so we have a number of rods [see accompanying diagram] which carry the weight of the product, i.e., the weight is kept off the side of the bin.

At the top of the bin a cable is attached to a power winch. The reason for this is that power can be applied to the winch, which will raise, and lower the cable, thus breaking up the massed product.

The cable is about 1½ inches in diameter with the rods of approximately the same size. Our Chief Milling Superintendent advises that they have really done a job for us, whereas before we had a great deal of trouble storing bran, for instance, and then packing directly off a hop-



A good name keeps its luster in the dark.—John Ray.

per beneath the bulk storage bins.—Don Hansen, Safety Director, International Milling Co., Minneapolis.

#### NEW UNIT FOR DRACKETT

A \$500,000 addition capable of processing 1,000,000 bu of soybeans a year is under way for the Drackett Co., Cincinnati.



## LOADINGS RUNNING AHEAD OF '46

Carloadings of grain and grain products during recent weeks have outstripped the volume moving forward for the corresponding weeks one and two years ago, according to the Association of American Railroads. For the 8 weeks movement from Jan. 4 to Feb. 22, the figures are:

1947—417,187  
1946—415,989  
1945—342,640  
1944—434,735  
1943—399,410

Loadings of all revenue freight have, for the first time in many years, shown a strong comparative position with other years' loadings on the chart illustrating the Association's statistical compilation for the first elapsed month of the year—the highest since 1930.

Loadings of grain and grain products (only) in recent weeks have totaled:

	1947	1946	1945
Feb. 1 .....	53,664	54,398	41,776
Feb. 8 .....	47,304	50,844	41,340
Feb. 15 .....	51,624	51,843	43,026
Feb. 22 .....	49,050	51,720	40,465

## THREE ASSOCIATIONS MERGE

The National Soft Wheat Millers' Ass'n absorbed the inactive South-eastern Millers' and the Independent Millers' associations at a recent meeting held in Louisville. Frank Yost succeeds the late Dr. W. H. Strowd to the secretaryship.

## WAGE LOSS HIGH

Accidents and injuries result in a wage loss suffered by permanently disabled workers and their families of somewhere between \$1½-\$2 billion, according to the Social Security Board in recommending the addition of disability insurance and payment of monthly benefits to insured workers during periods of permanent total disability through expansion of the present Federal Old-Age and Survivors Insurance system.

## MARK YOUR CALENDAR

Circle your calendar—Yes, circle the dates of May 15-16-17 twice!—That's when the 18th Annual Convention of the Grain Handling and Grain Processing Plant Superintendents will be held at the Hotel Continental, Kansas City, Mo.

*The empty head usually contains the loose tongue.*



*"Look, Dad—I've got a check  
for growing seed potatoes!"*

● Nobody had ever grown seed potatoes in this section before.

But good crops of table potatoes were raised, and soil, climate, and location were right for seed potato production.

So one day a railroad agricultural agent, working in close cooperation with the county agent and the State Agricultural College, talked to local farmers about the opportunity and how to capitalize on it.

It was decided that some of the Future Farmers and 4-H Club boys should try growing the seed on a small scale. Experience had proved that this reduced the initial risk by enabling the farmer gradually to learn the best way

to produce disease-free, certified U. S. No. 1 seed.

Working with State Extension Services and with farmers along their lines in this way is typical of American railroads. Similarly, in different sections all over America, railroads have worked to increase the efficiency of farm production, improve the quality and help the sale of market lambs, poultry, dairy cattle, and other livestock; lettuce, peaches, grapes, soybeans, and scores of other crops.

This is additional evidence of the real partnership of farmers and railroads in the business of growing and distributing the agricultural products which America needs.

ASSOCIATION OF **AMERICAN RAILROADS** WASHINGTON 6, D. C.



IN PARTNERSHIP WITH ALL AMERICA



## SIDNEY T. SMITH DIES AFTER ATTACK

Sidney Thomas Smith, 68, one of the largest handlers and exporters of grain on the American continent, died of a heart attack before reaching the hospital on Jan. 31. He was being driven from his office in the Winnipeg Grain Exchange, where he headed the Reliance Grain Co., Ltd., to a garage to pick up a new car. Sitting in the passenger's seat of the automobile, he suddenly slumped over, dying instantly.

He was a great man and a wonderful personality. Though he divided his time principally between the management of his grain interests and religious work, all endeavors for the benefit of Winnipeg or Manitoba could always enlist his efforts.

Born in London, Ont., Nov. 12, 1878, he saw the possibilities of the grain business—then in the early stages of its development—when he went west to Carberry at the age of 23, on a mission for his grain dealer uncle, G. B. Murphy. The following year he was transferred to the Winnipeg office, where he became a junior partner in the firm. A close student and indefatigable worker, the com-

pany later became Smith, Murphy Co., Ltd.

Head of the Reliance Grain Co., Ltd., since its formation in 1927, Mr. Smith was also president of the Province Elevator Co., of Smith, Murphy Grain Co. of New York, a director of Ogilvie Flour Mills, and of the Canadian Steamship Lines, along with other industrial, financial

and charitable institutions. In addition to serving two terms as head of the Winnipeg Grain Exchange, 1914-15 and 1932-33, he was president of the Canadian Bible Society, and a director of the British and Foreign Bible Society. What he wanted all men to realize was that the Bible, understood as a whole, provides a practical and liveable formula adaptable to life.

He is survived by his widow, four sons, eleven grandchildren, one brother and three sisters.

## MANAGEMENT TOO OFTEN VISUALIZED AS MYTHICAL ICEBERG

Foremen "can make or break" the labor relations of industry. Whether they "make" or "break" it depends upon how well management trains them in human relations with workers, in personnel policies, dealings with union representatives and similar aspects of industrial relations. The "Manual of Industrial Relations" states the problem this way:

"To most workers their foreman or supervisor is 'the Boss,' 'the Company,' They know full well that above their foreman other layers of management

exist, but except in relatively small plants these higher beings are mere shadowy substances to them. Top management is rarely seen or heard except at a distance; it is remote and cold and somewhat unreal.

"But the foreman is near, warm, and very real. He personifies the company; he is the company so far as the individual worker is concerned. It follows that the way the foreman handles his men determines what they think of the company—whether it is the capitalistic exploiter of the left-

# Douglas



Here Today . . . and  
**MORE TOMORROW**

Yes, that's the way bugs are. They're here today—but not "gone tomorrow," unless you do something about them. If you don't do something, there will be more of 'em tomorrow. But if you do do something—the Douglas Chemical way — you'll have your insect problem under control.

### Two Special Products

Douglas offers two special products to attack infestation in two special areas:

1. ANNIA GERM, the spray that will "get them" in the mill, in milling machines, on walls, in boxcars, and similar places.
  2. TETRAFUME—designed specifically for grain fumigation.
- Both are safe—both are sure. Try them. Then the bugs will be "here today—and gone tomorrow."



"PIONEERS OF SAFE INSECTICIDES"

## Douglas Chemical and Supply Company

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BRANCH WAREHOUSES: INDIANAPOLIS, INDIANA; SPOKANE, WASHINGTON;  
MINNEAPOLIS, MINNESOTA; PORTLAND, OREGON.



wing cartoons or the very human friend in whose judgment, guidance, and honesty a worker can have the utmost faith.

#### Poor Foremen Inevitably Distort

"Good foremen can make even the poorest industrial relations policies handed down to them from top management work. Poor foremen inevitably distort the best of industrial relations policies into causes of dissension and unrest."

Pointing out that although someone else may bear the title, "the foremen are the real industrial relations directors of a company," the "Manual of Industrial Relations" is unique among handbooks in the field because it directs its 185 pages of instruction and information at foremen and at those top company officials responsible for the training of such supervisors in their industrial relations duties.

Written under the direction of Bruno R. Neumann and Arthur T. Jacobs, the manual provides extensive training and information for foremen on such subjects as these:

Grievances; Employee Morale; Wages and Wage Incentives; Training of Employees; Principles of Collective Bargaining; Unions and Latest Collective Bargaining Developments, and The Federal Labor Laws on Labor Relations, Wages, Hours, Social Security and Public Contracts.

#### Outlines Evaluation Principles

In an important appendix, the authors discuss the special problems and complaints of foremen and the reasons why they join foremen's unions. A suggested program of foremen's relations, called to the attention of top management, outlines the principles of evaluating supervisory jobs.

The role of the foreman in labor relations must be a positive one, the writers contend. The foreman must have a part in the development of the company's labor policies, must be fully informed about them and must be carefully trained to make these policies work in day-to-day dealings with workers.

Three chapters are devoted to instruction on some 60 types of problems arising between supervisors and employees. Among them are such problems as Representing Top Management's Viewpoint, Promoting from Within, Personal Policies, Wage Policies, Fostering Personal Views as Company Policy, Enforcing Company Rules, Employee Wants, Problem

Employees, The Grouchy Foreman, Breaking Promises, Showing Favoritism, Incomplete Instructions, Withholding Credit, Faults of Grievance Procedures, and Procedures are not Enough.

#### No Simple Syrup Will Solve

Dr. Edwin E. Witte, a public member of the former National War Labor Board, a noted labor mediator and arbitrator, and professor of economics at the University of Wisconsin, in one passage in the prologue struck the keynote when he declares: "Labor relations problems

cannot be solved by a simple formula. They are as complex as the human beings who give rise to these problems."

This new volume from the National Foremen's Institute, Deep River, Conn., offers an approach to the solution of labor relations problems that recognizes both their complexity and their basic human factor. Containing 185 pages, loose-leaf, fabricoid binder, gold stamped, size 9½ x 11½, the "Manual of Industrial Relations" by Bruno R. Neumann and Arthur T. Jacobs, costs \$7.50 f.o.b. shipping point.

## THE RIGHT BELT FOR THE JOB! IMPERIAL HAS IT!



Not just any belt but the RIGHT BELT for the job has been Imperial's sole objective for nearly 40 years . . . that we have qualified as specialists in this direction is best attested by the fact that . . .

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# K. C. Preparing For Your Visit

## ANTICIPATE RECORD ATTENDANCE, PROGRAM PARTICIPATION

For the second time in its progressive history, dating back before pre-depression days, the Society of Grain Elevator Superintendents and Processors is scheduling its helpful convention in May. This year the dates are May 15-16-17 at Kansas City. In the past the heavy deliveries on May contracts have necessitated choosing other months for this unique technical conference. This business circumstance, coupled with the early ripening, harvesting and marketing of new crop grain, has heretofore prevented selecting convention dates which would permit the largest possible attendance from all sections of the continent.

"This year is going to be different," according to SOGES Director Ward Stanley, Standard Milling Co., Kansas City convention leader. "Whereas in the past the far-flung plant man-

agement representatives in the southeast, south, southwest, and west have been head-over-heels in handling the new crop grains at the time we met, this year's dates of May 15-16-17 will give everyone the much sought for opportunity of getting away at a time when there is no excessive activity.

### Accessible From Your Home Town

"And," he emphasizes, "Kansas City is a well located spot to attract progressive delegates from as far as the Rocky Mountain and Pacific Coast sections. At the same time we are ideally situated, particularly now that through train service is available, to assure maximum attendance from the eastern seaboard—including such crucial war and grain ports as Halifax and St. John. In reality we are only a little bit further west than other grain centers which have previously

attracted grain plant operators from those seemingly distant areas.

"From the 'bushels' of letters we have received about the convention to date," Mr. Stanley adds with a note of pleasant contemplation, "we know practically all of our good friends from Winnipeg, Fort William-Port Arthur, Georgian Bay and Lake Ontario ports, plus a heavy sprinkling from St. Lawrence shipping points will be, as they always are, right 'on deck' from start to finish."

### Preparing Top-Notch Program

"We believe one of the finest programs ever presented will be 'unrolled' before this 18th annual gathering. We have made up our minds to leave no stone unturned to make this technical conference the most talked of for a decade to come! If anyone—and everyone is heartily welcome," he reminds you again, "leaves the Kansas City convention not 100% sat-

## Kansas City's Smartest

WE STILL HAVE THAT GRACIOUS  
OLD-FASHIONED HOSPITALITY TO  
WELCOME YOUR CONVENTION

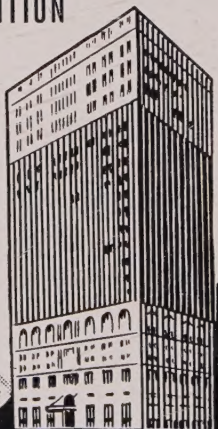
Ideally located . . . superb service . . .  
finest cuisine . . . 22 floors of gracious  
living. Five rooms for food and enter-  
tainment: (1) Penguin Dining Room (2)  
Sky-Hy Room (3) Omar Cocktail Lounge  
(4) The Alcove Cocktail Lounge (5)  
The New Coffee Shop.

R. E. McEACHIN, Managing Director

Hotel  
**CONTINENTAL**

ELEVENTH AT BALTIMORE

DIRECTION - SOUTHWEST HOTELS INCORPORATED - H. G. MANNING, FOUNDER



A man is known by the company he keeps, and a company by the men it keeps.

Be sure of the facts before expressing an opinion.

"Better never late" is better than "better late than never".—Martin Vanbee.

Though we travel the world over to find the beautiful, we must carry it with us, or we find it not.—Emerson.

## Want to Sell Your Copy of DEDRICK'S "PRACTICAL MILLING"?

If so write G. H. Steel, 835 So. 8th, St.  
Louis, Mo., stating condition of your  
copy, price desired.

Several copies needed for veterans learning milling.



ified then we'll be shocked and surprised."

In an effort to acquaint you beforehand with as many of your hosts as possible, so that you may familiarize yourselves with their faces and names—which in turn will make your convention hours more friendly and hence more profitable, GRAIN is happy to present portraits of Kansas City folks that you will meet, supplementing those shown in this issue with additional pictures as rapidly as they become available.

#### Welcomes Ideas, Suggestions

Chapter President William Gravatt, Davis-Noland-Merrill Grain Co., adds the thought that your, yes YOUR convention program ideas, suggested topics for feature addresses and for round-table discussions, plus any particular "postman's holiday" inspection tours, will be most welcome. President Gravatt and General Chairman Ward Stanley may both be addressed in care of their respective firms at the Board of Trade Building, Kansas City 6, Mo.

The well established convention procedure calls for the first morning session to be devoted to keynoting the conference, the first afternoon turned over to major talks on the most critical problems, the second morning taken up with plant inspection tours of pertinent interest to the various segments represented by the Society's multi-phase membership, the second afternoon packed full of that two-fisted round-table discussion "meat," the third morning specified for "horizontal" topics including that now famous trio of car unloading-dust explosion code-safety contest, and the third afternoon tapered off with several scientific addresses, plus customary business "wind-up" session. Topping off this brain-fagging, mind-nourishing array of thought-provoking material will be the customary banquet-entertainment-dinner dance. Usually about 50 to 60 wives and daughters attend with "the bosses." [Well, anyhow, we'll treat them that way, even if she doesn't!]

#### DIVERSIFICATION HAS SET IN

Since the last SOGES convention in Kansas City, back in 1938, a number of changes have taken place. Flour milling, feed manufacturing, and corn refining capacities have increased, to which has been added the processing of soybeans. According to announcement from convention headquarters, tours of various plants are on the agenda for the coming May 15-16-17 operative conference. You are coming, of course?

## DANIELSON NEW HEAD; PROCESSORS PROMISE ACTIVITY

### STANLEY WATSON, S. HOWES SALES HEAD, DIES

Stanley W. Watson, Secretary and Sales Manager of the S. Howes Co., Silver Creek, N. Y., died very unexpectedly following an attack of pneumonia on Feb. 14. Well and widely known, Mr. Watson was active in Washington all during the war as a member of the mill machinery division of the Price Control Board.

Coming to this country from England in 1909, he immediately joined the S. Howes firm, starting in as office boy. He advanced through all departments of the business and knew every detail intimately. Active in all trade and technical associations serving the industry, he will be sorely missed.

#### Lauds Mag

I have seen a good many trade papers in my day, in fact I have written for quite a number in various fields—but it is seldom you see one like GRAIN, where the leaders in the field come forth as generously with their experiences. If I were in the supply trade I'd assuredly want it on my advertising schedule!

My interest in the publication was that of a country grain dealer. While we have many problems in common with the terminals, it is hardly the paper for us.—Frank H. Madison, Farmers Friend Grain & Sales Co., Kilbourne, Ill.

Leonard J. "Ben" Danielson, General Foreman of Arcady Farms Milling Co., feed manufacturers, and long an active association worker, succeeds energetic Lloyd E. Forsell, General Superintendent of Albert Schwill & Co., maltsters, as president of the Chicago SOGES Chapter. Having been so engrossed in bending every effort towards making the last annual Superintendents' convention as successful as they could—even though far removed, the Chicagoans delayed their usual election until now, however they will be back "on the beam" with the other SOGES Chapters and hold successive elections in the customary month of May, according to President-Elect Danielson.

Supporting Leonard, and each of the following officers moved up a rung, are: Ed R. "Andy" Anderson, Norris Grain Co., first vice president; Charles Hegwein, Pratt Food Co., Hammond, second vice president; Lincoln Scott, Corn Products Refining Co., Argo, secretary.

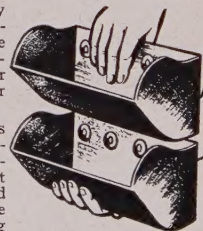
The able and hard-working Directors carefully selected on the basis of past noteworthy accomplishment and future outstanding expectations, include [Superintendents]: Harry "Swede" Hanson, The Glidden Co. (soybeans); William Hales, Hales & Hunter Co. (malt, feed, cereal); Robert D. Henderson, Arcady Farms Milling Co. (feed); [Associates]: Sidney I. Cole, Industrial Erectors, Inc., equipment installation specialists, and Fred T. Melberg, W. D. Allen Mfg.

## BOOST your BUCKET ELEVATOR CAPACITY *without enlarging your elevator legs!*



"Nu-Hy" Buckets have saved time and money for countless elevator operators who thought the only way to boost capacity was to rebuild or enlarge their elevator legs.

The reasons are obvious—Study the illustrations! Note that "Nu-Hy" design is such that high sweeping sides and high lip (front) enable picking up and carrying greater loads. Then, too, "Nu-Hy's" can be spaced closer than any other bucket. The scientific contour permits smoother pick-up without "banging" into the grain. The shape of the bucket is also such as to discharge contents of bucket at the right moment . . . with no premature spillage over head pulley or to cause backlegging.



Write for Form No. 76. Let us check your present operations and give you our guaranteed recommendations.

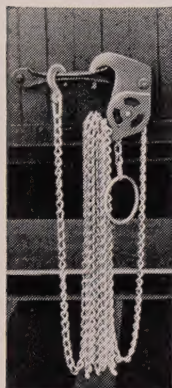
Manufactured and sold under license in Canada by Sullivan Mill Equipment, Ltd., 637 Davenport Rd., Toronto, Ontario.

**Screw Conveyor Corporation**  
707, HOFFMAN ST. HAMMOND, IND.  
ENGINEERS PRODUCTS MANUFACTURERS



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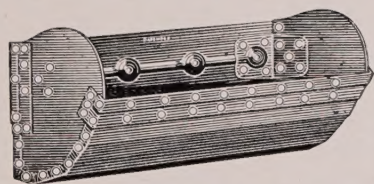
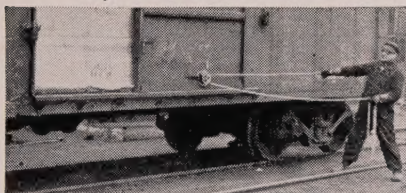
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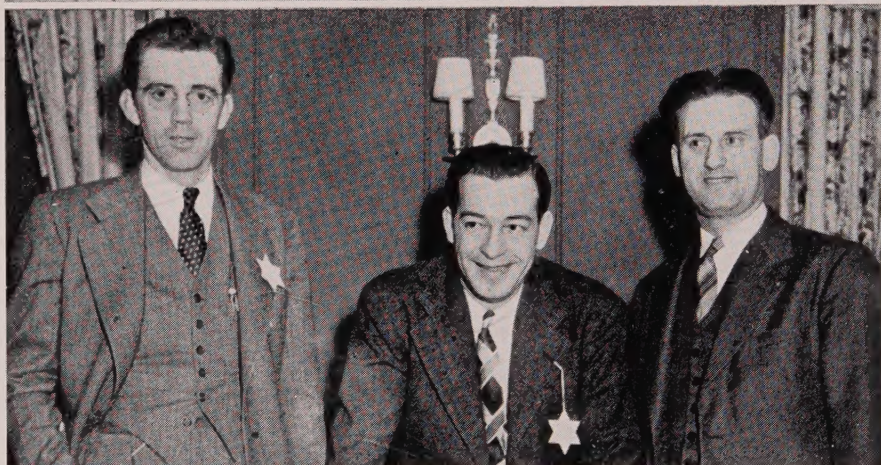
for names of distributors  
and analysis form No. 20

Co., machinery manufacturers and distributors.

With over 106 members in the Chicago SOGES Chapter, an exceptionally active year is anticipated. Already plans for the next four meetings have been made, and if interest

and attendance keeps going up as they have the past two meetings then much larger meeting quarters will be needed. Present indications also point to increased participation this year on the parts of the Chapter's large grain elevator membership.

## CHICAGO SUPERS' HOLD UNIQUE MEET



ALL SMILES:—Snapped at the recent Chicago Supers' "Fun Fest," left to right at the top are: Howard Slibeck, American Maize-Products Co., Roby, Ind.; A. D. "Mac" McPherson, Huntley Mfg. Co., Brockton, N. Y., and Paul Naehner, B. F. Gump Co.

Second row:—Len Hunt, Jos. Schlitz Brewing Co., Milwaukee; Emil Buelens, The Glidden Co., and Ed. Josephson, Schreier Malting Co., Sheboygan, Wis.

Rear row:—Harry Hanson, The Glidden Co., hold an imaginary baby's bottle of milk, while John Hall, General Mills, retired, enjoys the gag.





NOTE THE QUIET (?) NECKTIES:—Probably anticipating another "loudest necktie" contest this year really brought out some "noisy" ones at the recent Chicago Supers' Annual Fun Fest, the wearers of which are, left to right: Frank Stafford, Gerstenberg & Co.; Events Chairman Sidney I. Cole, Industrial Erectors, Inc.; Fred Beakey, Grain Trade Buyers' Guide; Leon Chevallet (in background), Spencer Kellogg & Sons; Dean Clark, SOGES secretary and "GRAIN's" editor; Harry Zimmer, Bonded Exterminators, Inc.; Emil Grothe, John S. Metcalf Co., and Frank "Scotty" Crombie, Continental Grain Co.

## Supers Frolic In Annual Fun Fest

According to tradition, the aging Chicago Superintendents' Chapter annually holds a "get-better-acquainted" meeting. From the dynamic programs the rest of the season, the pendulum is forcibly jacked up at the other extreme. Reasoning that all the arguing and scrapping to win points of discussion on technical, mechanical and operative topics at preceding monthly meetings might well be counter-balanced with a "let's kiss and make up" evening of strictly sociable atmosphere, a step further is taken by placing the entire auspices for the agenda in the helpful hands of the Chapter's capable Associate Members—and do they ever do a job!

That each year's festivities exceed the successfulness of the preceding year's effort is attested to by the attendance from far and near. Hence the turnout of 66 this time, in face of none too pleasant weather, reflects the proportions this popular occasion has acquired. Not only that, but the impressive looking printed programs presented each registrant tell the story of the evening's schedules—and they are adhered to rather strictly. This year was no exception.

Some time ago an Associate Chairman-in-charge and his committee successfully experimented with a parade of "self-entertainment" stunts and innovations. Since then each year's committees have expended every effort to outdo their predecessors. So, too, with adept Chairman Sidney I. Cole, Vice President, Industrial Erectors, Inc., this time. His array of side-splitting antics kept the large assembly in stitches for hours on end.

First, the spacious eight-room bungalow atop the Hotel Morrison was obtained. Secondly, after registering, tagging, and thoroughly introducing everyone around by their first names,

the room set-up invited small table-confabs. Third, an appetizer or two, or three, paved the way for the sumptuous help-yourself buffet. If you didn't get enough "grub" to necessitate unbuttoning your vest, then you unexpectedly found your plate filled up again for you.

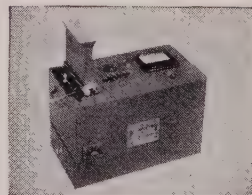
Dinner over, the fourth step was a two-hour entertainment in which the members themselves were the "actors"—and, in some cases—the actresses. Herein Chairman Cole and his efficient committee—every committeeman had his time scheduled for successive responsibilities—really outdid themselves in keeping the assemblage in continuous peels of laughter. The program was widely varied, everyone present had many opportunities to participate—or were called upon for some stunt or other. The

tenor of such hilarity prevailed throughout the evening.

### On Their Knees; Milk-Fed Babes

Stunt number one called for six stalwarts to get down on their knees and, at the signal, to blow ping-pong balls across the room. Let your imagination run rampant for a moment and further description will be superfluous. Harry Erickson, Lauhoff Grain Co., Danville, won first prize—

## OVER 10,000 IN USE



## STEINLITE Moisture Tester

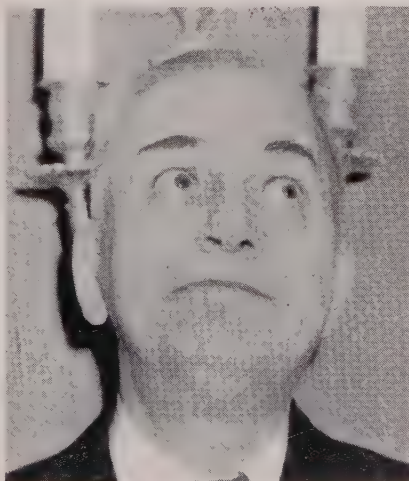
There are more Steinlites in operation than all other makes of electric testers combined. Over 10,000 elevators, mills and feed processing plants are equipped with the Steinlite. It is used by Board of Trade Sampling Departments, and also Government Grain Inspection Offices.

Steinlite operates on the radio frequency impedance principle. Calibrated against official oven methods and guaranteed to give comparable results. It is accurate for all practical purposes on moisture contents up to 35%. An experienced operator can make a test in one minute—almost any operator in 2 or 3 minutes. Tests wide variety of products—whole grain, seeds, mixed feeds, meal, nuts, popcorn, etc. Write for complete bulletin.

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EQUIPMENT COMPANY

626 Brooks Building, Chicago 6, Illinois



PRIZE WINNER: H. G. "Heinie" Onstad was unanimously declared winner of the best "screw-ball" optical-illusion stunt at the recent Chicago Supers' Annual Fun Fest. President of James Stewart Corp., Chicago grain plant designers and contractors, his ability in this direction is further evidenced in another pose unexpectedly snapped by the photographer among the group views.





**THEY'RE STILL LAUGHING!**—[Top] Front row, left to right: General Chairman Sidney I. Cole and Ralph Wilson, Industrial Erectors, Inc.; Russell B. Maas Screw Conveyor Corp., Hammond; Harry Zimmer, Bonded Exterminators, Inc., and Harry Press, Pullman Sheet Metal Works.

Second row:—Donald Jones, B. I. Weller Co., East Chicago, Ind.; Harvey Carlson, Screw Conveyor Corp., Hammond; George Kenny, Link-Belt Co.; Irving Cohen, Arco Bag Co.; Ted Badenoch, Hart-Carter Co., Minneapolis, and A. D. "Mac" McPherson, Huntley Mfg. Co., Brocton, N. Y.

Rear row:—Wm. Hamilton, Richardson Scale Co.; Fred Melberg, W. D. Allen Mfg. Co.; H. G. "Heinie" Onstad, James Stewart Corp.; H. Diezel, Bonded Exterminators, Inc., and Archie McCormack, Archer-Daniels-Midland Co.

**"BIRDIE" SCARED THEM (?)**:—[Center] Front row, left to right: Wm. Gassler, Calumet Elevators; E. R. "Andy" Anderson, Norris Grain Co.; Vasile "Tony" Antoniu, B. I. Weller Co., East Chicago, Ind., and Frank "Scotty" Crombie, Continental Grain Co.

Second row:—Leon Chevallet and Gus Maki, Spencer Kellogg & Sons; Emil Buelens, Harry Hanson and Pete Jenkins, The Glidden Co., and C. E. Bump, B. A. Eckhart Milling Co.

Rear row:—John Hall, General Mills, retired; Steve Halac, The Glidden Co.; Howard Slibeck, American Maize-Products Co., Roby, Ind.; Frank Stafford, Gerstenberg & Co., and Lloyd Forsell, Albert Schwill & Co.

**MUST HAVE BEEN GOOD!**—[Bottom] Front row, left to right: Fred Beakey, Grain Trade Buyers' Guide; R. W. Gilbert, U.S.D.A.; Emil Grothe, John S. Metcalf Co., and Warren Witt, Screw Conveyor Corp., Hammond.

Rear row:—Harry Reynolds, U.S.D.A.; Russell B. Maas, Screw Conveyor Corp., Hammond; Dean M. Clark, SOGES secretary and "GRAIN's" editor, and General Chairman Sidney I. Cole, Industrial Erectors, Inc.



and as much ingenuity was exercised in selecting "screwy" prizes as in concocting "nutty" stunts.

The drinking contest followed—Only no one knew beforehand what was in those bulky packages. Six more Supers in their best bibbs and tuckers sat in a row of chairs. Bibbs (but not bonnets) were properly affixed. At the sound of the gong each had to tear open his curiously wrapped parcel, tugging through layers of paper and string, only to find a bottle of warm milk. The rubber nipples were selected on the basis of allowing as little milk as possible to pass through.

Imagine taking so long to even partially empty the bottles that the riotous race had to be called-for-time and the prizes given on the basis of a ruler-measurement? Ed Josephson, Schreiber Malting Co., Sheboygan, Wis., was adjudged the hungriest "baby" on the basis of getting the most milk out of the bottle. Immaculate Bill Gassler, Calumet Elevators, Chicago, was given the prize for the sloppiest "child-problem."

#### "Jaw-Weary" Is the Word for It

Next came a contest that took minutes on end—each minute shorter than the last—the joke telling feature. Classifications of humor were established, but, regardless of the restrictions, perennial-winner A. D. "Mac" McPherson, Huntley Mfg. Co., Brocton, N. Y., still walked off with the laugh-provoking prizes — "prizes," that is.

Every one has heard "nut-house" stories based upon crazy things that the inmates of insane asylums are supposed to do and say, but the volleyball contest that occupied the next half hour—with frequent changes in teams due to exhaustion—was more than a prize-winning "story without republishable words." Lined up on either side of long dinner tables, teams vied with one another to keep, if you please, a balloon in the air. Penalties for breaking the balloon—and a number were burst—plus an array of

other charges, made for an exhausted audience—jaw-weary from laughter.

Such was the parade of "stunts." Not wishing to cause further heart-pounding, the committee thereafter arranged many tables of bridge, rummy, 500, and kindred and far more quiet entertainment, all adding up to one of the highlights of the Chapter's year, thanks to Frank Butt, John S. Metcalf Co.; Irving Cohen, Arco Bag Co.; Wm. Hamilton, Rich-

ardson Scale Co.; Charles Harbin, Underwriters' Grain Ass'n.; Albert Hazle, Jr., B. F. Gump Co.; Fred Melberg, W. D. Allen Mfg. Co.; Wm. Meyer, General Blower Co.; Paul Naeher, B. F. Gump Co.; H. G. Onstad, James Stewart Corp.; Harry Press, Pullman Sheet Metal Works; R. J. Skala, R. J. Skala Co., and Harry Zimmer, Bonded Exterminators, Inc., who comprised the balance of Chairman Cole's effective committee.

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THE EFFICIENCY OF  
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THAT ARE MADE BY OUR  
SKILLED AND SPECIALIZED ENGINEERING STAFF AND  
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We can furnish Separator Brushes for any machine.

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This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

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Brushes for Every Commercial and Industrial Use  
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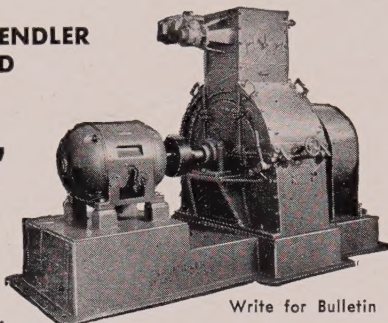
For Cooler and More Uniform FINE GRIND-  
ING Together with Large Capacity . . .

Look to the GRUENDLER  
SLOW SPEED

## "PEERLESS ARISTOCRAT"

FINE GRINDER

... Has the new type  
Screen Lock for  
fast screen changes.



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The new and improved patented features of the "ARISTOCRAT", so outstanding, have won the approval of the Commercial Feed Millers,—over one hundred of the large 150 H.P. "Aristocrat Units" have been installed in Commercial Feed Plants in the past two years.

For large production and fine uniform grinding of all free flowing grain and for the regrinding of dehydrated or sun-cured alfalfa you will find the Aristocrat Grinder your choice.

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## It's The Curve That Counts!

There's no "parting of the ways" while traveling up the up-leg . . . no backlegging when grain is elevated with the

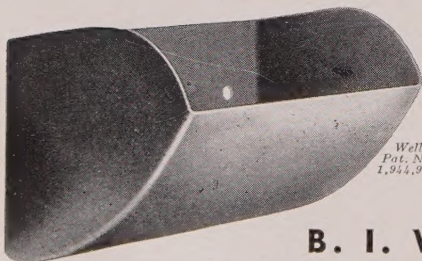
## CALUMET SUPER CAPACITY ELEVATOR CUP

The patented Logarithmic Curve design keeps grain securely hugging the cup until it reaches the proper point of discharge.

Consider, too, these important Calumet features:

- (1) Heavier gauge steel of one piece welded construction . . . no rivets, bands or overlaps.
- (2) Closer spacing on belt.
- (3) Faster speeds possible.
- (4) Greater load and elevating capacity.

To quote scores of elevator operators, it all adds up to this: "The Calumet is by far the most efficient bucket we've ever used."



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3 reasons why  
it costs LESS to specify

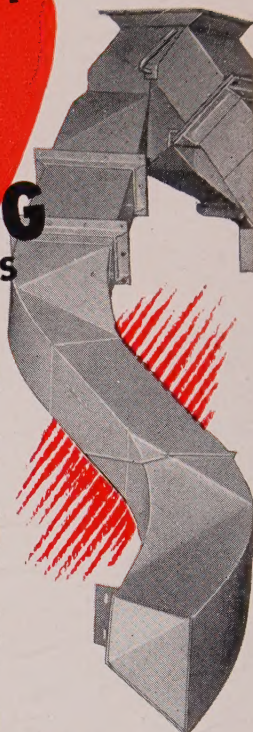
## DAY SPOUTING and LEG CASINGS

HERE ARE 3 reasons why your mill or elevator will find DAY-fabricated products a better investment:

● **EXPERT LAYOUT.** Skilled mechanics lay out your spouting and leg casings exactly to blueprints.

● **PRECISE FABRICATION.** Intricate shapes economically machine-formed and welded by experts to meet exacting specifications.

● **EASY INSTALLATION.** Gang-punched to assure precise matching of bolt holes. Exact fit eliminates costly field alterations.



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Ask for Bulletin 462



The DAY Company

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## WINCH GEAR FAILURE KILLS BIN WORKER

As was customary with this "safety-conscious" grain handling and processing plant, every precaution was taken before the employee was lowered into the empty grain bin. The apparatus was meticulously inspected before the man ever got into the bos'n's chair. The saddle and rope on the windless were checked, the gears were given a trial run, and two men were ready to operate the hand-powered hoist. . . . The workman started downward.

SUDDENLY the small gear on the winch became disengaged from the large one when the employee being lowered was about 50 feet above the bottom of the tank. . . . The operator of the hoist had no means of checking the fall.

By the time the hoist operator's helper could apply the hand brake the momentum of the falling body was so great that it was impossible to prevent a fatality. . . . Death was almost instant.

**Gear Now Fixed; Require Belt and Harness**

To prevent a recurrence of such a blood-curdling accident, this company has so secured the gear on the shaft it can not possibly become disengaged any time in the future.

In addition, employees descending into any tank wear safety belts, as well as a shock absorbing harness which would prevent a free fall.





# Weevil-Cide SPLITTERS

## PESSIMISTIC

Wife (reading the paper): "It says here that at the age of seventy-five there are 18% more women than men."

Husband: "At seventy-five, who cares?"

\* \* \*

## SOURCE OF TROUBLE

In the grammar lesson one day the teacher wrote on the blackboard: "I didn't have no fun at the seaside."

She turned around to one of her pupils and said, "Johnny, what's wrong?"

"No boy friend, ma'am?" asked Johnny uncertainly.

\* \* \*

## EVERYTHING BUT

With her hand on the light switch the little woman halted her incessant chatter to inquire, "Is everything shut up for the night, dear?"

From the darkness of the bedroom came hubby's patient reply: "Everything else, dear."

\* \* \*

## HEADSTRONG

First farmer: "Say, that horse you sold me last week is blind."

Second farmer: "Naw, that can't be. What makes you say that?"

First farmer: "Well, the first time I harnessed him up, he walked right into that big tree near my barn."

Second farmer: "Oh, I've knowed him to do things like that. But I'll tell you: that horse ain't blind; he just don't give a damn."

## REGRET

"My wife says if I don't give up golf she'll leave me."

"That's tough."

"Yep—I'll miss her."

\* \* \*

## WHAT ELSE

A woman lecturer was addressing a young women's study group. "What is it?" she asked dramatically, "that binds us together, sustains us and makes us better than nature intended?"

Voice from the back of the room: "Girdles!"

\* \* \*

## RE-WIVAL

A man who lost his third wife took the affliction much to heart, and at the graveside of his beloved he fainted. His friends gathered around and were fearful for his life. Among them was an old German who spoke English brokenly. He stooped down and felt the man's pulse and, looking up, said, "He iss alright; he'll rewive."

\* \* \*

## SAME IDEA

A traveling man was home from a long trip. His wife told him it was high time he told Junior about the birds and the bees.

"Aw, gee, I don't want to go through that routine," said the husband.

"You'll have to," insisted his wife. "He's eleven years old now and there's no telling what trouble he'll get himself into if you don't."

So the reluctant father dubiously conducted Junior to the living room. "Junior," he asked uncertainly, "do you know where babies come from?"

"Sure, Pop. I've known all about that for years."

"You have?" said Pop bewildered. Then recovering himself, he said, "Well, Junior, it's exactly the same with the birds and the bees."

## LISTEN HERE!

People who look through keyholes don't see much to speak of.

\* \* \*

## TOO PERFECT

Alice: "It says here that the heroine of this new book is beautiful, thrifty, industrious, a good cook and not talkative."

Bill: "Yeah, but look right here in the front of the book. It says: 'No reference to any living person is intended.'"

\* \* \*

## A DISTINCTION

A taxi driver whose fee was limited by city regulation to 30c for a certain run, received just that amount from a prosperous-looking customer.

"That's right, isn't it?" the man asked as the cabby stared at the three dimes.

"It's correct," answered the driver, "but it ain't right."

\* \* \*

## HE WASN'T LYIN'

A man applied for a job as shoveler at an elevator. "Sorry," said the superintendent. "We've got six shovellers now and we're only getting a few cars a day. The office'd be on my neck if I hired anyone else."

"Sure, but you could still hire me," said the applicant. "The little bit of work I'd do would never be noticed."

\* \* \*

## SKIN GAME

A Texan heard that a factory in Ohio was interested in buying bull-frog skins. He wrote that he could supply any quantity up to 1,000 on demand. The factory wired back to send in the entire thousand.

A few days later, the factory received a shipment of only 10 skins with the following letter enclosed: "Gents, I'm right sorry about this, but here's all the frog skins there were. The noise sure fooled me."



THE

**Weevil-Cide**

THE DEPENDABLE GRAIN FUMIGANT

COMPANY

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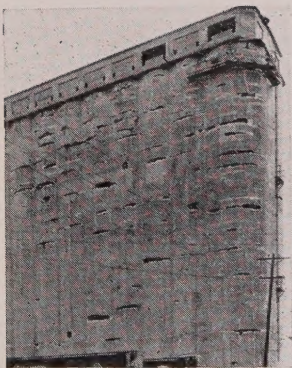


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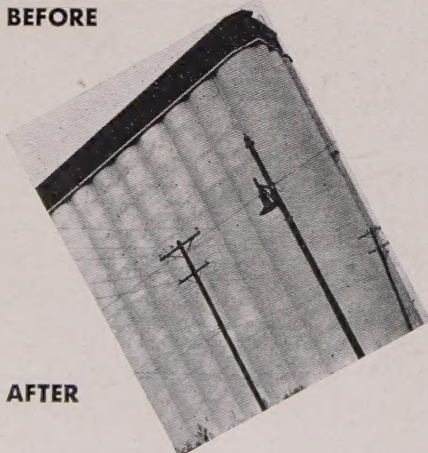


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- The weather is continuously "gunning" for elevator structures . . . freezes and thaws . . . rain and snow . . . heat and cold result in disintegration, cause cracks that permit leaks and promote loss.
- What must be done to repair the damage, to keep cracks bridged and surfaces permanently watertight?
- Here are the "musts" of the B. J. Many Company.
- All disintegrated concrete must be chipped away and rigidly restored with Guniting under heavy pressure. All surfaces must be sandblasted and waterblasted. Then, on this clean, sound base, not one or two or three, but **FOUR** coats of extremely flexible, waterproof In-Fil-Tro-Flex must be applied.
- A B. J. Many job costs more, its worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy. Remember, costs for removing improper materials and doing a correct job later are an unnecessary expense.



BEFORE



AFTER

Why not have a survey of your requirements made and a cost estimate submitted? Can you afford to delay any longer? Why not call in today—

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